

# The China Mail

Established February, 1846.

VOL. XLIX. No. 9369.

第三十ニ年三十九百八千一英

HONGKONG, MONDAY, FEBRUARY 13, 1893.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, O'conor's Lane, Lombard Street, E. & O. George Street & Co., 30, Cornhill; GORDON & GÖTTSCHE, Ludgate Circus, E.C.; BATES, HENDY & CO., 37, Waterbrook, E.C.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street; W. M. WILDE, 101, Cannon Street; T. C. ROBERT WATSON, 150, Pall Mall; J. C. ROBERT WATSON, PARIS AND EUROPE.—A. LÉONARD PRINCE, 36, Rue Lafontaine, Paris.

NEW YORK.—J. STEWART HAPPEL, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GUYANA.—W. M. SMITH & CO. THE ANTOUCHEES CO., Columbia.

SINGAPORE, STRAITS, CO.—KELLY & WALES, LTD., Singapore.

CHINA.—MACAO, A. DA CRUZ, Amoy, N. WALLACE & LINDNER, Foochow; HENRY CO., Shanghai; LANE, CRAWFORD & CO. and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

## BANKS.

HONGKONG SAVINGS BANK. THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

F. DE BOVIS,  
Chief Manager.  
Hongkong, August 1, 1891.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the CORPORATION will be CLOSED from the 13th to the 27th February current (both days inclusive), during which period no Transfer of Share can be registered.

By Order of the Court of Directors,

F. DE BOVIS,  
Chief Manager.  
Hongkong, February 3, 1893.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on MONDAY, the 27th day of February current, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Account to 31 December, 1892.

By Order of the Court of Directors,

F. DE BOVIS,  
Chief Manager.  
Hongkong, February 3, 1893.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Work

for the Establishment of a First Order READING LIGHT, to show double white flashes at intervals of half a minute, are now in progress on WAGLAN ISLAND, which lies to the South-eastward of the entrance to the Tathong Channel leading to Hongkong.

The Lighthouse will stand on the summit of the island and the light, which will be elevated 220 feet above the level of the sea, should be visible 10 miles at a distance of 22 Nautical miles, in all directions where it is not obscured by land.

The tower will be round, 25 feet high, with a total height from its base to the lantern vase of 92 feet.

The lower half of the tower will be painted white, the upper half red, and the lantern white.

The Dwellings will be painted white.

Approximate position:

Latitude..... 22° 11' 18" N.  
Longitude..... 114° 18' 1" E.  
Fog Gun Signal.

When the Light has been established, the Keeper at that Station on hearing a bell, fog-horn, steam whistle, or any other sound, indicating the proximity of a vessel, will fire two guns with an interval of fifteen seconds between them, and, if the vessel's fog-signal—showing that she is under way—corresponds to its heard, will repeat the fire after an interval of twelve minutes.

By Order of the Inspector General of Customs,

A. M. BISKE,  
Customs Inspector.

Imperial Maritime Customs,

Coast Inspector's Office,  
Shanghai, 3rd February, 1893.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$3,300,000.  
RESERVE LIABILITY OF.....\$5,000,000.  
PROFITS.....\$10,000,000.

COURT OF DIRECTORS.—

H. HOPKINS, Esq.—Chairman.

O. J. HOLLOWAY, Esq.—Chairman.

Hon. James J. Bell | J. S. Lepre, Esq.  
Irving, Esq. | S. M. Morris, Esq.

Carl Janzen, Esq. | D. R. Sisson, Esq.

Julius Kramer, Esq. | Gerald Slade, Esq.

Chief Manager:

Hongkong.—F. DE BOVIS, Esq.

Branches:

LONDON, YOKOHAMA, SHANGHAI, AMOY  
AND FOOCHEW.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND,  
PARK'S BANKING CO. AND THE ALLIANCE  
BANK (LTD.)

Interest for 12 months Fixed 5%  
do. 6 do. 4 1/2%  
do. 3 do. 3 1/2%  
Current Accounts 2 1/2%

Hongkong, January 7, 1893.

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HONGKONG & SHANGHAI BANKING CORPORATION.

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RESERVE LIABILITY OF.....\$5,000,000.

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AND FOOCHEW.

Bankers:

THE COMMERCIAL BANK OF SCOTLAND,  
PARK'S BANKING CO. AND THE ALLIANCE  
BANK (LTD.)

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2%

per cent. per annum on the daily balance

up to \$200,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

For 12 months 4% per cent. per annum.

Interest up to \$200,000.

Interest in excess of \$200,000.

F. DE BOVIS,  
Chief Manager.

Hongkong, January 3, 1893.

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PERSEVERANCE LODGE OF  
HONGKONG, No. 1165.

A Regular MEETING of the above

LODGE will be held on THURSDAY,

the 16th Instant, at 8.30 P.M.

precisely. VINTAGE BOTTLES are cordially invited.

Hongkong, February 10, 1893.

274

PERSEVERANCE LODGE OF

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Hongkong, February 10, 1893.

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Hongkong, February 10, 1893.

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## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION.)

Tuesday | February 14.

Wednesday | March 14.

Victoria | Tuesday | April 4.

Tacoma | Tuesday | May 2.

**THE Steamer TACOMA, Captain J. Hix, sailing a Noon, TO-MORROW, the 14th February, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, ENLAND SEA, KORE and YOKOHAMA.**

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of "The Northern Pacific, Victoria, Wash."

Parcels must be sent to our Office with the address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, February 13, 1893. 116



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI.

PLYMOUTH AND LONDON:

ATLANTIC,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK and BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship THAMES, Capt. W. A. STATION, R.N.R., with Her Majesty's Ambassador in despatched from this port for LONDON, via BOMBAY, via SUEZ CANAL, on THURSDAY, 16th February, at Noon.**

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 4 p.m., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed up Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding SPECIE and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Content of Value of Packages are to be delivered prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their luggage do so apply at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, February 4, 1893. 223

## FOR SALE.

THE GOOD S.S. PEKIN and S.S. KWONG-MO.

For particulars, apply to

SUI KEE CHAN,  
53, Bonham Strand West.  
Hongkong, November 14, 1892. 199

## Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNNEES.

FROM LONDON, LIVERPOOL AND SINGAPORE.

THE Company's S.S. Moyne having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HOWSON & KOWLOON WHARF & CO., Kowloon, whence delivery will be made to the Consignees.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Owners of the Undersigned before Noon, on the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 o'clock TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Agents.

Hongkong, February 10, 1893. 210

## MOUL LINE OF STEAMERS.

## NOTICE TO CONSIGNNEES.

STEAMER MOUL, FROM LONDON, MIDDLESEX AND SOUTHERN AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HOWSON & KOWLOON WHARF & CO., Kowloon, whence delivery will be made to the Consignees.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, February 8, 1893. 201

## Notices to Consignees.

SHIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNNEES.

S.S. CARDIGANSHIRE,  
FROM HAMBURG, ANTWERP,  
LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HOWSON & KOWLOON WHARF & CO., Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Agents.

Hongkong, February 13, 1893. 206

## To-day's Advertisements.

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE Fourth Ordinary General MEETING of the SHAREHOLDERS of the GREEN ISLAND CEMENT COMPANY will be held on TUESDAY, 28th February, 1893, at Noon, at the Company's OFFICE, Praya Central, for the purpose of receiving the Report of the General Manager, and of passing the Accounts.

A PRIVATE MEETING of SHAREHOLDERS will be held IMMEDIATELY AFTERWARDS.

The Printed BOOKS of the Company will be CLOSED from the 14th February to the 26th February, both days included.

ARNHOLD, KARBERG & CO., General Managers.

Hongkong, February 13, 1893. 206

HONGKONG RIFLE ASSOCIATION.

M.R. SASOON'S CUP AND SPOONS

will be shot for on SATURDAY, the 18th Inst., Range 200 and 300 yards, Time, 2.45 p.m.

ED. ROBINSON, Hon. Secretary.

Hongkong, February 13, 1893. 206

FOR NAGASAKI (DIRECT).

The Steamer

Captain E. BORN, will be despatched from the above Port on WEDNESDAY, the 16th instant, at 4 p.m.

For Freight or Passage, apply to

SIEMENS & Co., Agents.

Hongkong, February 13, 1893. 206

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMoy.

(Taking Cargo & Passengers at through rates for NINGPO, CHEROO, NEU-

OWANG, TIENSIN, HANKOW

and Ports on the YANGTZE.)

The Co.'s Steamship

Tantalus, Captain Jones, will be despatched as above on

FRIDAY, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, February 13, 1893. 203

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.

The Steamer

Cyclops, Captain Asquith, will be despatched on SUNDAY,

the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, February 13, 1893. 201

CHINESE NEW YEAR BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1876, and with Government Notification No. 38 of third instant, the Undersigned Banks will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 17th and 18th instant, respectively.

For the Chartered Bank of India, Australia and China.

T. H. WHITEHEAD,  
Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation,

F. de BOVIS,  
Chief Manager.

For the Comptoir National d'Escompte de Paris,

L. GLENAT,  
Acting Agent, Hongkong.

For the Bank of China, Japan and the Straits, Ltd., Hongkong.

W. H. GASKELL,  
p. Manager.

For the National Bank of China, Limited,

GEO. W. F. FLYFAIR,  
Chief Manager.

For the Mercantile Bank of India, Limited,

JOHN THURBURN,  
Manager, Hongkong.

Attorney for the Liquidator, New Oriental Bank Corporation (in Liquidation), E. W. RUTTER.

Hongkong, February 13, 1893. 204

CHINESE NEW YEAR HOLIDAYS.

THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 17th and 18th instant.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Ltd.; General Managers, Hongkong Fire Insurance Co., Ltd.

N. J. EDE, Secretary.

Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL, Agent, North-China Insurance Co., Ltd.

W. H. RAY, Secretary, China Traders' Insurance Co., Ltd.

SHEWELL & CO., Agents.

Yangtze Insurance Co., Ltd.

JAMES B. COUGHTIE, Secretary, China Fire Insurance Co., Ltd.

W. M. MACLEAN, Agent, The Straits Insurance Co., Ltd.; The Straits Fire Insurance Co., Ltd.

Hongkong, February 13, 1893. 205

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

The Co.'s Steamship

Nekar, Captain SCHOLZEN, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to

MELOHNS & CO., Agents.

Hongkong, February 13, 1893. 209

NEW PHOTOGRAPHIC GOODS.

RODINAL.

THE New One Solution DEVELOPER.

Merely requires dilution to be ready for use.

In 1/2 litre bottles, \$2.00.

RE-TOUCHING SETS, \$1.50.

## THE CHINA MAIL.

H.M. cruiser *Caroline* left for Shanghai to-day.

Ma Fresca's Black Diamonds gave another performance on Saturday evening in the Theatre Royal. There was a good house and the entertainment was highly appreciated.

The following returns of the average amount of Bank note in circulation and of specie in reserve in Hongkong during the month ended 31st January, as certified by the Managers of the respective Banks, are published in the Gazette:

Banks.	Average Amount	Specie in Reserve
Chartered Mercantile Bank of India, London, and China	9,430	\$1,000
Chartered Bank of India, Australia, and New Zealand	1,577,669	1,000,000
Hongkong and Shanghai Banking Corporation	4,263,769	\$2,000,000

The following appears in the *Gazette*:—The public are hereby notified that if the present rate of water consumption is maintained it appears probable on account of the existing scarcity of water that it will be necessary to temporarily introduce the intermittent system of supply within the areas of the City of Victoria and Hill District. Attention is, however, called to the fact that the consumption of water within the above-named areas is considered excessive, and it is possible that the occupants of tenements may be able to so reduce it within their respective premises as to avert the necessity of altogether shutting the water off for a portion of each day and night.

At the Magistracy this morning a Chinese barber who was banished from this Colony for five years in 1885 offered an ingenious excuse to Captain Hastings for returning to the Colony. According to English law, he said, "I only got imprisoned eight months for the year. I've been away 50 odd months. I consider my time is expired." Captain Hastings considered differently, and sentenced the accused to twelve months' imprisonment. The barber was banished for five years on 15th October, 1885. When he comes out of gaol on the completion of his present sentence will he be allowed to remain in the Colony?

A very impudent assault was committed yesterday upon a coolie in the service of Mr. E. Jones Hughes. Mr. Hughes had gone on a shooting expedition on the south side of the Colony, with a few friends. The party had arranged to meet their coolies with the usual requisites near the Aberdeen Paper Mills, and Mr. Hughes' coolie was carrying a basket through the village of Aberdeen when he set upon by a Chinese fireman from the launch *Punctilious*. The fireman struck the coolie on the head with a heavy stick injuring him so severely that he had to be taken to Hospital. At the Magistracy to-day his assailant was fined \$15 with the alternative of a month's imprisonment.

INSPECTOR Stanton was abroad last night with a force of men, and was successful in arresting nine men in a common gambling house at 11 Gough Street. Mr. H. E. Wodehouse, before whom the prisoners were brought this morning, imposed small fines, and forfeited a sum of money found in the house.—Inspector Gould brought two stonecutters, whom he had found gambling in an unoccupied house in the village of Kai-wan-ho on Saturday night, before Captain Hastings. They were each fined \$15, with the alternative of six weeks' imprisonment. According to the prisoners' statements, they both went to the house to look for a friend.

In a case at the Magistracy this morning, Captain Hastings was obliged to comment on the continual provocation of the complainant, a Chinese firewood dealer, and in the end fined him and the two men complained against the almost daily instances which crop up—were treated as Captain Hastings has been treating them of late.

About three o'clock this morning a lukong gave the alarm that fire had broken out in a house at 101 Wing Lok Street, at the same time arousing the three occupants of the oil and gun store on the ground floor, and enabling them to escape. The Five Brigade were soon on the scene, Mr. Wodehouse and Mr. Matheson directing their efforts to save the building from total destruction. It was in the first floor—a silk store—that the fire originated, from the falling of a hanging oil lamp it is said (the same reason, strange to say, offered for the fire of Saturday morning), and only the two upper stories were destroyed. The occupant of the store, who was sleeping in the upper storey, stated that he was awakened by the smoke from below. Rousing hastily, he saw that the house was ablaze, and awaking his three sons, they made good their escape by the roof. Besides the destruction done to the building and the contents of the upper stories, the greater portion of the stock in the ground floor has also been destroyed. The total loss of stock and furniture is covered by the insurance of \$5,000 with Messrs. Schell, Hess & Co. While the fire was in progress, the crowd was kept back by a detachment of police under Inspector Bremner. An inquiry will be held.

The Band of the 1st Shropshire L.I. will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, the 14th inst., commencing at eight p.m.:—

Overture..... Light Cavalry'..... Verdi  
Selection..... Minst'..... Mills.  
Selection..... Orléans'..... Andran.  
Gatop..... Valentino'..... Bellini.

Eitel has certainly rendered a service (says the *L. and C. Express*) by his contribution to the third number of Vol. XX. of the *China Review* when he gives some select chapters from an unpublished history of Hongkong. It supplies a small space in the history of our early commercial transactions with China, and leads up to the acquisition of Hongkong, on the suggestion of Lord Napier, and by the influence and opinions of Mr. James Matheson, who, as early as 1830, began to agitate for obtaining from China an island where British trade could be more conveniently carried on than under the vexatious exactions imposed at Canton.

We understand that some difficulties have arisen owing to the suspension from work of the coolies, or the vast majority of them, employed at the mines at Hongay of the Société des Charbonnages du Tonkin. The difficulties are now of the Company's making. It appears that the mines are worked by a contractor who engages his coolies in the neighbourhood of Hongkong and takes them down to Hongay. From time to time payments are made to the contractor, who carries out his own monetary arrangements with the coolies. He, it is currently reported, has absconded, and the coolies allege that four or five months' wages are due. This is probably an exaggeration, as it is not possible to conceive upwards of 1,000 coolies allowing four or five months' wages to remain in the hands of their employer after having worked for the money, even if they were provided with quarters and rations; but there seems to be no slight doubt that a sufficiently large sum was due to them to induce them to cease work. The Company, we understand, was approached, but the Directors could not, of course, accept liability seeing that the instalments of money were advanced in ordinary course to the contractor. Matters seem to have come to a deadlock, for upwards of 400 coolies arrived here to-day from Hongay by the *Avocet*. We have been unable to ascertain whether operations are entirely suspended at the mines, but it is at least evident that the departure of such a number of men betokens a serious aspect of affairs one way or the other, and a difficulty has arisen which at the present juncture the Directors might well have been spared. The sum of money said to have been carried away by the contractor is variously stated in thousands of dollars. The true state of affairs is sure to be learned in a few days.

AMONGST the presents to Princess Marie of Edinburgh, on the occasion of her marriage, is a silver gilt tea and coffee service from the Sultan of Johore.

The *Shanghai Mercury* learns that the broach in the Yellow River embankment caused by a sudden rise of the terrible water-way in November last, at a point about 30 miles below Tsinan-fu, has been closed.

A NUMEROUSLY-attended meeting of Irish residents was held at Mr. H. S. Wilkinson's office in H. B. M.'s Consulate, Shanghai, on the 6th inst., Mr. R. E. Braden presiding. It was decided to celebrate the national festival this year by a dinner for the Irish residents, followed by a concert. The long defunct St. Patrick's Society of Shanghai was also reviewed.

In a case at the Magistracy this morning, Captain Hastings was obliged to comment on the continual provocation of the complainant, a Chinese firewood dealer, and in the end fined him and the two men complained against the almost daily instances which crop up—were treated as Captain Hastings has been treating them of late.

At about three o'clock this morning a lukong gave the alarm that fire had broken out in a house at 101 Wing Lok Street, at the same time arousing the three occupants of the oil and gun store on the ground floor, and enabling them to escape. The Five Brigade were soon on the scene, Mr. Wodehouse and Mr. Matheson directing their efforts to save the building from total destruction. It was in the first floor—a silk store—that the fire originated, from the falling of a hanging oil lamp it is said (the same reason, strange to say, offered for the fire of Saturday morning), and only the two upper stories were destroyed. The occupant of the store, who was sleeping in the upper storey, stated that he was awakened by the smoke from below.

At that moment he had only the money on him which he had been asked to fetch, mere course the one thousand yen. On receiving the cash he handed back one note for 1000 yen, and requested the paper to give him instead notes of only one yen. After waiting for some little time, and finding that he did not get his change, he asked for it when the Japanese cashier told him that he had already given it to him. Protestation, &c., being of no avail, the Chinaman sent a messenger to his own bank, and some of the staff went to the man, who was still dallying awaiting his money. A detective also was sent for, and the man was searched but he had only the money on him which he had been asked to fetch, mere course the one thousand yen. The 100th National Bank, as yet, refuses to make good the sum, and the Chartered Bank have, however, commenced an action for the money, and have also instituted a criminal action against the Japanese cashier.

The most curious thing about the latter is that a precisely similar event occurred last week in the case of a messenger from Messrs. Silver and Branwell, who were subsequently set in, and though he received careful medical treatment, the illness terminated fatally.

This Chinese Council at Singapore has found out that a class of females have been in the habit of carrying on an infamous traffic, says the *Herald*. They go to the orphans at Canton and carry off young girls with whom they claim as their daughters. Having taken them from these institutions, they give the poor creatures to the Street Settlements where they are sold for a life of shame. The authorities who the Council addressed the report have given strict instructions to the chief of these Benevolent Halls to put in force stringent regulations about letting their young girls out of their hands, with a view of detecting the designs of these women.

The following items are from the London and *China Express*:

The court-martial on Adm. Fairfax charged with negligence in connection with the stranding of the *Horn*, was concluded at Devonport on the 7th instant, when the Admiral's defence was read by his friend, Mr. Bousfield, Q.C., M.P. At the outset complaint was made of the conduct of the Admiralty in ordering a court-martial at all under circumstances which constituted the trial a new departure in the service. Admiral Fairfax proceeded to argue that the catastrophe was due to the inaccuracy of an official chart which indicated 50 feet of water at the place where the *Horn* took the ground. He analysed closely the movements of the vessel at the time, and urged that his conduct of his squadron had nothing whatever to do with how hamper he was, except that he was in no way hampered by movements of the leading ship. Although his method of taking the squadron into the harbor had really nothing to do with the disaster, it had been impugned in the course of the trial, and he felt the necessity of defending it as thoroughly as possible. This he proceeded to do at some length. He then called Sir W. H. Hornby and Sir G. P. Stewart, both of whom endorsed the method of starting Ferrol Harbour adopted by Admiral Fairfax. After three hours' deliberation, the Court found that the charge against the prisoner was not proved, and acquitted him; but they expressed the opinion that the reduction of speed ordered by him was inexpedient, and attributed the stranding of the *Horn* to an inaccurate chart and the fact that she diverged from the course taken by the flagship.

The Hydrographic Department of the Admiralty have recalled the chart of Ferrol, No. 80, which the inquiry has shown to be so defective, and by which vessels have hitherto entered that port. It is stated that the Spanish Government has declined to sanction the publication of a corrected copy by reason of the expense of removal of the chart from the Channel Squadron. The risk to the verdict of the Court has increased considerably in view of the change in the *Horn*'s position.

On the 8th inst. eight teams of the Brighton Rifle Volunteers entered upon a marching competition over a distance of twenty-seven and a half miles, on roads which were in a condition by no means favourable to the making of good time. All the men were in marching order, and carried forty pounds of ball and ammunition each. How many of the team completed the race without losing down the road are not told, but one of them covered the distance in six hours and forty-nine minutes, and under the conditions that was a distinctly creditable performance.

A naval correspondent writes:—Certain newspapers have been conveying information to our consuls as to who is to succeed Vice-Admiral Fairfax in command of the Channel Squadron. I will not follow them. There is no harm, however, in saying that it is more than likely that Sir Novell Salmon, V.O., will succeed the Duke of Edinburgh in August next as Commander-in-Chief at Devonport. Lord Charles Beresford is mentioned as the next Captain of the Devonport Naval Barracks. He is due home from the Mediterranean, whence he went in December, 1889.

The first-class battle-ship *Hood*, built under the Naval Defence Act, has been reported ready for the official trials of her machinery, which are ordered to take place at the mouth of the Thames. The *Hood* is the largest turret-ship in the world, and has been fitted with engines of 13,000-horse power, which are estimated to propel her at a speed of 17½ knots. She has also been ordered to undergo gunnery trials under the superintendence of the officers of the Sheerness School of Gunnery.

Captain Armand T. Powlett, Superintendent of Sheerness Dockyard, who has been seriously ill in consequence of the breaking out afresh of a bullet-wound received in the Chinese war, is reported to be progressing favourably. Captain Powlett has left Sheerness on sick leave, his duties at the dockyard being discharged by Staff-Captain Alfred Thomas.

Sooty blood is warming on the subject of the proposed new designation of the 79th Cameron Highlanders. The obliteration of this historic name, even by the conversion of the regiment into an honoured battalion of the General Service Guards Highland pride, as Mr. Campbell-Elliott maintains, is not to be yet resisted.

Accordingly the opinion of his fellow-members for Scotland is being ascertained, and will doubtless be brought to the Secretary for War. From letters already received by Mr. Cameron Corbett it appears that the member for South Edinburgh (Mr. H. W. Paul) would, as a Briton and Scottish member, deeply deplore the removal of the historic name from the Army List. The member for West Fife (Mr. Birrell) applies to this case Wordsworth's reflection:

A RATHER unpleasant incident, says the *Japan Herald*, happened in one of the shacks of the Chartered Bank west to the 10th Street. One of the shacks of the Chartered Bank went to the 10th Street, and the fire was extinguished, from the falling of a hanging oil lamp it is said (the same reason, strange to say, offered for the fire of Saturday morning), and only the two upper stories were destroyed. The total loss of stock and furniture is covered by the insurance of \$5,000 with Messrs. Schell, Hess & Co. While the fire was in progress, the crowd was kept back by a detachment of police under Inspector Bremner. An inquiry will be held.

The Band of the 1st Shropshire L.I. will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, the 14th inst., commencing at eight p.m.:—

## DAIRY FARM COMPANY, LIMITED.

The sixth ordinary yearly meeting of the Dairy Farm Company was held this afternoon in the office of Mr. Granville Sharp, who presided. There were also present Dr. Cantlie, Messrs. E. Burrows and J. M. E. Machado (Directors), W. H. Ray, G. Cox, J. B.ough, Mr. Boat, J. Walker, Ho Tung, and C. A. Ozario.

The notice calling the meeting having been read,

The Chairman said—I find on carefully reading the report again that the mention of Mr. Ray and Mr. Coghtrie having retired seems to imply that they have rather left the Company in the lurch without Directors, but the fact was that Captain Burrow was appointed before those gentlemen retired.

I think it should have been mentioned in the report rather differently from what it has been. The duty of a Chairman is to act as a guide to the members of the Company in all circumstances which constitute the trial a new departure in the service.

Mr. Coghtrie, Messrs. E. Burrows and J. M. E. Machado (Directors), W. H. Ray, G. Cox, J. B.ough, Mr. Boat, J. Walker, Ho Tung, and C. A. Ozario.

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## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIKON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MAURITIUS, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 22nd February, 1893, at Noon, the Company's R.R. SYDNEY, Commandant D'Estreux, with MAIL, PASSENGERS, SPARKS and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd February, 1893. (Parcels not sent on board; they must be left at the Agency's Office.)

Quantities and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,

Agent.

Hongkong, February 8, 1893. 257

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, PIA.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

## PROPOSED SAILINGS FROM HONGKONG.

Globe—TUESDAY, Feb. 23. Delight—THURSDAY, March 30. Oceanic, v. Honolulu, Tuesday, April 18.

THE Steamship GAELO will be despatched for San Francisco, via Yokohama, on TUESDAY, the 28th February, at 1 p.m., connection being made at Yokohama with Steamers from Japan and China Ports.

RATES OF PASSAGE. From Hongkong, First Class.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.

To Liverpool and London ... \$325.00

To Paris and Brussels ... \$345.00

To Havre and Hamburg ... \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 day Continuous Trip.

Kansas City, Mo., Omaha, Neb. 285.00

St. Louis, Mo. 292.50 291.50

Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 299.50 295.00

Cincinnati, Ohio. 302.30 301.50

Columbus, Ohio. 304.25 304.00

Detroit, Mich. 304.50 302.75

Cleveland, Ohio. 306.55 305.00

Toronto, Canada. 309.55 307.45

Pittsburg, Penn. 310.25 307.00

New York, N.Y., But-  
ton, N.Y. 311.00 308.50

Washington, D.C., Balti-  
more, Md. 317.90 311.75

Montreal, Canada. 319.75 313.00

Philadelphia, Penn. 319.75 312.50

New York. 319.75 312.50

Boston, Mass. 321.15 317.00

Portland, Maine. 327.25 317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland, by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months ..... \$337.50

12 months ..... \$603.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passenger, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to fares from China to Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Fright will be received on board until 4 p.m., the day previous to sailing.

Passenger will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same will be assessed.

Consignee is advised to accompany CARGO destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,  
Agent.

Hongkong, February 8, 1893. 173

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, and European officials in service of China and Japan, and to Government officials and their families.

Through Tickets issued to Passengers booking to Europe or to Overland Points are good for transportation across the American Continent via the Union Pacific Railway System only.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

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All Fares should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the previous to sailing.

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Hongkong, February 8, 1893. 270

## Not Responsible for Debts.

*Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—*

*BIZOT, German barque, Capt. E. Ploger.—Wieder & Co.*

*BANDERAS, British barque, Capt. J. C. Jenk.—Jardine, Matheson & Co.*

*HELEN BELVIER, Hawaiian ship, Capt. A. W. Newell.—Shaw & Co.*

## Mails.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG, City of Rio de Janeiro, SATURDAY, Feb. 18, China, v. Honolulu, TUESDAY, Mar. 21, Peru, SATURDAY, April 8.

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